

The Oregon Whitewater Association brings private boaters together for the enjoyment of whitewater boating. Our vision is to promote whitewater safety and training for all of our membership in an effort to provide safety awareness and confidence when executing river rescue skills. OWA is the community of choice where fun and river adventures thrive and where people and rivers connect.



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The Yampa: One Monument, Two Rivers, Two States and Many Personalities!

Submitted by Bruce Ripley

Preparing for a river trip is always part of the adventure. One of the best examples of this is getting ready for a Grand Canyon trip for example. You plan out your menu, your boat, and your gear over and over in the weeks leading up to your trip. One of the best bits of advice I have is as follows: Once you've decided what you are taking you should get all your personal gear like tent's, cot, sleeping bag, footwear, clothes, you know what I'm talking about. Then go out and get a shovel and take it to the nearest sandy place, dig a deep hole and mix it with the sand for a few days. That way it's pretreated with sand before you get to the canyon and you'll be ready to go when you get there and when everyone else is talking about having sand everywhere you can smile and say "Hey, I trained for this!".

I could offer similar advice when preparing for the Yampa. When you begin to prepare for the trip you need to work on your, "car riding" skills. Every time you go to the store, whether it's down the street or across town take the opportunity to drive a couple hours out of the way. That way you'll be ready for your adventure when you head out for the Yampa! Seriously, it's a long drive, for some it could be a "10 nap day" each direction. Now there are other rivers that have a long drive but the Yampa is only about 72 miles total and the normal trip length is only 4 nights so it's a long way to go for a short trip.

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October Club Meeting

Flying Pie Pizza

7804 SE Stark Street
 Portland, OR 97215

**Wednesday,
 October 11, 2017
 from 6:00-8:30 PM**

*Join us for an interactive meeting featuring the "Ask It Basket"!
 See you there!*

Contact Information



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Do you have something you would like to submit to the OWA Newsletter?

Contact Michele Gila at
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To show our appreciation and to encourage future contributions, the Oregon Whitewater Association will have an annual drawing for \$150 gift certificate to one of the OWA sponsors. Every member who submits written material that gets published in the newsletter will automatically be entered into the drawing.

Safety First!

Did you know the club has a First Aid Kit and AED that club members can check out for trips? That's right! Here's how it works: If it's a club trip, the trip leader will bring them both (or designate someone to do so). If it's a private trip, a club member can check it out, as long as your trip dates don't conflict with a club trip.

You will need to take responsibility to pick it up and bring it back, both within 3 days of launching & when your trip ends. You will also be responsible to write down any contents you used, so that they can be replaced, so that the next trip is ready to go.

Please contact Steve Oslund when you know you have a trip and you want to bring these great tools. The kit & AED are stored in SE Portland. You will need to arrange for pick up & delivery. OWA encourages and promotes river safety.

firstaid@oregonwhitewater.org

Benefits of OWA *by Scott Ogren*

This past summer, I took a friend on a three-day Deschutes trip who had never been on a multi-day river trip before. He was having a great time meeting new people, talking with everyone and being part of the group. Then at one point he turns to me and says, "I love this! I'm a boater, I just don't know how to boat yet." There was a lot that was behind what he said. Not only had he been enjoying talking with the adults, he was seeing his daughter have an incredible time with the other kids on the trip, and I had been telling him all of the benefits of being an OWA club member. After telling him about the discounts at local retail outlets, the comradery with other boaters, opportunities to learn how to whitewater boat and advance your own skills, the Wilderness First Aid class, and the River Safety Training class, he had another moment of clarity when he asked, "How can you not be in OWA? Look at all that \$28 a year buys you!" And he is so right, why not be a member of OWA?

Speaking of benefits of being in the OWA, the Wilderness First Aid class just wrapped up and it was an amazing success! Thirty-three people completed the class and had a great time doing so. If you're asking me, this class and the River Safety Training class in the spring are two of the most valuable benefits our club has to offer. These skills are invaluable and you just never know what you will run into and knowing what to do in an emergency could save a life one day.

Also, OWA has an extensive Wilderness First Aid kit and an AED that goes on all club trips and is available for club members to take on private trips as well. I encourage you all to get a hold of Steve Oslund to arrange to take both with you on your next private trip. They are most useful on river on trips, not at home.

If you suggest a speaker and they make a presentation at a meeting, you will be entered into a drawing at the end of the year for \$150! Let a board member know if you know someone.

One last thing, if you have ever thought about serving on the OWA Board, please contact one of the board members. We will have some openings that will be voted on this fall and this could be your opportunity to step into a leadership role for the club!

OWA Communications

As we are getting closer to the winter boating season when a lot of rivers are coming back being able to boat again, remember to check for your fellow club member's private trip announcements on the club's two main ways to communicate. The H2OAddicts email list server sends an email to everyone in the club. The OWA Facebook page is used more the email server, but has fewer people on it. Both are great ways to both look for trips and invite people to yours. If you are newer to the club and are looking to run a river section that you've never done before, I can promise you that someone in this club has. The best way to find them is to ask! Happy boating!

OCTOBER MEETING

The next meeting will be at our normal meeting place, Flying Pie Pizza in Portland. Please plan to come out and join us for our monthly meeting and reconnect with friends you maybe haven't seen all summer!

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Yampa Trip: Continued from page 1

So, what's the draw? Why go all that way? Well if you like desert canyons it really doesn't get a lot better than the Yampa Canyon and there are some unusual aspects to the trip. First, the portion of the Yampa that you float starts in northwest Colorado and ends up in northeast Utah and all of it is contained in the Dinosaur National Monument so you are floating in two states. If possible, you should plan a day in the monument at the beginning of your trip, it's the centerpiece of the adventure. If you tour the monument don't be misled by its name "Dinosaur", it's really a little deceptive. At face value you'd probably think that you'll want to drive all over the park and see all the fossils. Well there are certainly fossils there but they are all packed into about a 100-yard section of rock (Morrison formation sandstone) that was deposited in the Jurassic period that's called "The Quarry". Discovered in 1909 it's one of the single best concentrations of dinosaur bones on the planet. It's biggest claim to fame is that the most complete sauropod (plant eaters) skeleton ever found came from here, in fact several nearly complete skeletons from this site are on display at the best natural history museums in the world.

The rest of the monument is really about the canyons and the geology and if you love dramatic landscapes and complex geology then it's really quite the place. Unlike many river trips you don't get just one canyon experience or one river experience, you get two for the price of one. You start your trip on the Yampa river canyon but then you join the Green river and end up in Whirlpool Canyon before taking out at Split Mountain.

Our permit was for the first week of June 2017 and with the good snow year the water levels were still high, the Yampa was running about 9,000 cfs and the flow below the confluence was about 17,500. The Yampa has a largely unregulated flow and its flow is dependent on snow melt during the spring and early summer. Unlike the Yampa the flow from the Green River is controlled by releases from Flaming Gorge Revivor (Utah & Wyoming). In general the higher flow tends to wash out many of the smaller rapids, on average we were floating 5-6 mph without much additional paddling. You request camps on your permit but in the end all camps are assigned, and you receive those assignments about two weeks before launch. There is an option to apply for an extra night but those assignments are made very late and are hard to plan for.

Continued on page 5



Yampa Trip: Continued from page 4

Our crew of 23 had an average age of ... well I'll just call it "upper fifties" and leave it there! The good news is that almost everyone had a great deal of river experience so the trip planning and logistics were overall pretty easy. Most of our crew came from the Portland area but we had some other from such exotic places as Boise, Chicago, Phoenix and San Francisco. Our camp assignments were pretty good and we stayed at Ponderosa, Harding Hole, Box Elder, and Jones Hole (Green River). For future reference these are all good camps. I'm sure there are hikes from many of the camps in the canyon but the hiking is particularly good at Harding Hole where you can get to the canyon rim and at Jones creek where you can hike up many miles up the creek. The view from the rim at Harding Hole is particularly stunning, you can see almost all the majesty that the Yampa Canyon has to offer from that lone spot. The hike up Jones creek is also interesting and the pictographs and petroglyphs up the canyon are some of the best I've ever seen in my 25 years of boating in the west.

Our camps on the river were great and with such an experienced crew finding and setting up the kitchen was a simple exercise, though some of the camps require a bit of a carry to get the gear to camp. Our meals were all really quite good but I'll have to say that the combination of fresh egg roll appetizers and scratch margaritas made from fresh limes was certainly an added luxury that you don't often find on every trip. Throw in some live guitar music and nearly professional singing and it's made for a great time at camp. Here is a word of caution for you and it's not something that you always think about when you are picking a place to sleep. Remember that trees and rocks and other large objects while they seem like they've been there forever... they haven't been and they won't be! In our case one of the group put their cot in an area that's been used hundreds of times before and was well worn. This time however a storm blew in and during one of the gusts one of the cottonwood trees, that was in camp, fell directly on his cot and other personal equipment. Fortunately, no one was hurt but that was frankly a matter of luck more than anything else. Upon inspection we found that one VERY industrious beaver (there was some debate as to his attendance at OSU games) had spent many hours chewing on that tree and we were sure that when it was found there would be a great deal of glee and celebration in the beaver household on nearby Jones Creek!

Continued on page 6



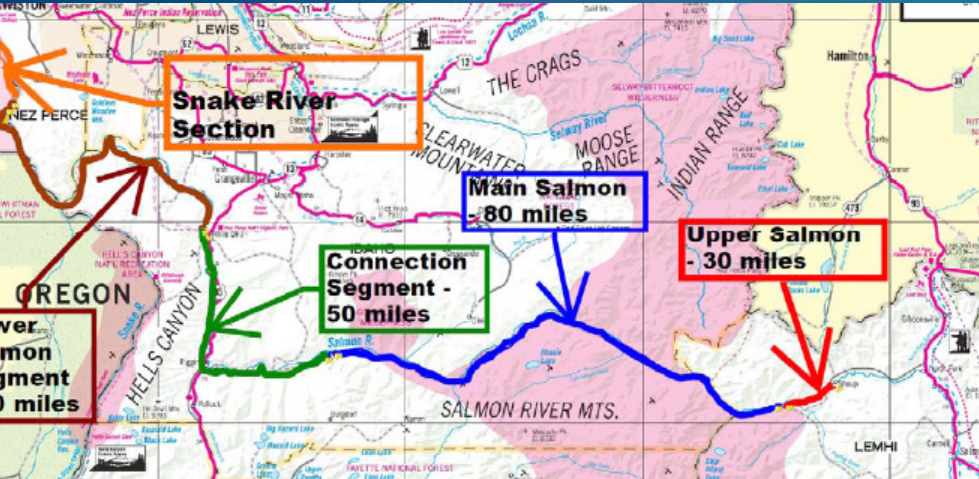
Yampa Trip: Continued from page 5

What about the rapids? Well for the most part they are read and run at the levels we had with one major exception. Warm Springs rapid which is a couple miles above the confluence with the Green River is a solid class IV rapid and it would be at home on the Grand Canyon with no trouble. It's been a very long time since I've had a fully loaded rig flip on a trip, but as fate would have it the first boat through got a little off line and managed to get into one of several very large holes near the top of the rapid. The result of all that was an upside-down boat, 3 swimmers, and some bumps and bruises. Fortunately, everyone came out in one piece and after a couple days of mending they were none the worse for wear. Most of the group scouted the rapid and ran it uneventfully. The real moral of the story here is if you are going to flip make sure that the group of fish and wildlife researchers who help you recover at the bottom of the rapid are the same ones that you fed scratch margarites to the night before! It certainly motivates them to be of more assistance!

There are some other really neat parts to the river. One of them is the amount of "desert varnish" that you see on the canyon walls. Desert varnish is a combination of minerals that coats some of rocks and canyon walls. It almost looks like it's a sort of lichen but it's mineral in nature. One of the very best examples of this is a place called the "Tiger Wall" which is sheer wall that rises 800 feet vertically out of the river and if you don't feel small when you are floating by that then you aren't paying enough attention!

Overall it was a great trip, with great people and it was one of those adventures that you'll remember for a long time. Like many trips you don't want to take it for granted because securing a Yampa permit is very difficult. Our good friend Tom from Chicago secured the permit for this trip and he'd been there once before. In the mid 1980's he landed a permit and thought man I've got to do this again... well 30 years later he got the chance! So if you get the chance go! Just be sure to train for the drive!

Salmon River Trip



Salmon River, Idaho - Super Size Me II, June 27 to July 6, 2017

By the Accidental Boater, Gary Rayor (*Sidebar- I call myself the accidental boater because I was made a boat captain on an 18' oval raft with 2 passengers on the Grand/Colorado River for my first row ever because I was a kayaker and could "read water". It worked out, but I really don't recommend it.*)

This is the second annual Salmon River- Super Size Me trip consisting of 240 miles of Salmon and Snake River from 30 miles above the Main Salmon to the bottom of the Lower Salmon on the Snake River. I've been preaching that if you go the trouble of getting a permit on the Main or Middle and the shuttle, you should triple your pleasure! Think early high water to square that for you scientist types!

On this trip was Mike P. who will remain a little anonymous for now, his wife and his two girls, Kirsten age 10 and Julia age 12, and myself in 2 rafts. Mike had an 18 foot oval boat and I had a 16 foot cat which were great boats for the big water we had.

We put in at Spring Creek 13 mile below the town of North Fork with about 21,000 CFS, or gage of over 6 feet at Corn Creek. (*Sidebar- 6 feet means no pools, follow the bubbles, mandatory eddy management, and hold on in the rapids, some of which were monstrous, for a continuous fast run.*)

I have to say I really love the water where you really have to dig, no air paddling allowed, with lots of wave/hole topography to navigate. (*Read - Miss the big holes and even some of the biggest wave trains*). The rapids had lots of corkscrew wave trains and hardly any regular wave trains, unlike the Grand/Colorado River has. (*Terminology- Corkscrew wave train is where the laterals are so big they collide mid-river and give it washing machine type action -hard to stay on line and square*).

June 27/ Day 1 consisted of putting in at Spring Creek Campground about 30 miles above Corn Creek, from mile 123 to Mile 104, which is below the confluence with the Middle Salmon and about 10 miles above Corn Creek. There are 2 major rapids including the infamous Pine Creek and Cramer rapids. Pine Creek is a good scout as it has a giant retirement hole mid-river which we ran left. (*Terminology- A retirement hole is a hole where you definitely lose your boat or maybe your life or both but you really don't want to take a chance on that*).

We boated about 4 to 5 hours a day in a current of about 6 to 8 mph, so nicely we had short days of about 20 miles and long days of about 40 miles with no real rowing needed in the pools.

Salmon Trip: Continued from page 6

June 28/ Day 2 we rafted from mile 104 to mile 94, now Corn Creek, mile 0), got the USFS “talk”, and continued on. We had a permit for this section, but only about four trips a day were putting on because of the high water. We when boated 20 more miles for a 30 mile day. *(Sidebar- Don't ask me why permit runs have to use their own river mileage: as an engineer it drives me nuts. I suppose some boater can't count down from above 100, but should USFS and BLM really promote dumbing down river mileage, or for that matter, not going metric?).*

June 29/ Day 3 we rafted from mile 20 to mile 38 on the new improved counting up from mile 0 at Corn Creek. The highlight of day three was leaving 2 lifejackets at the structured hot springs on the left side of the river at Mile 23 and not realizing it until we were about 1/3 mile downstream. To me that meant we had to beg, borrow, or steal 2 lifejackets from other parties, and lament the fact that on the Colorado, that each boat always carries an extra life jacket. To Mike, it meant going all Thor Hammerstein and rock climb and swimming in eddies upstream 1/3 mile and getting both jackets. P.S. Mike is the best swimmer I've ever known. *(Terminology- Thor Hammerstein, a quasi-fictional Austrian multi-sport endurance climber, bicycled from Austria to Mt. Everest, climbed Everest solo without oxygen, and then swam down the Ganges River to the Indian Ocean where he kayaked back to Europe - a feat never to be repeated, I kid you not!).*

June 30/Day 4 we rafted for miles 38 to mile, 62, a 24 mile day. Highlights were Big Mallard and Bailey rapids which I almost screwed up by trying to scout and then deciding not to and almost missing the required line. The highlight was at mile 62; we hiked up Indian Creek and found nice rattlesnakes and a lot of log bridges to cross. Also, the change in micro-climates is way cool.

July 1/Day 5 we boated from mile 62 Indian Creek, to mile 80 *(bottom of the Main/now river mile 113 on the rational river mile system of 113 miles above the confluence with the Snake River)* and on to mile 106 at house rock. The highlight of this day is that I lost an oar and almost flipped in Chattam rapids against the giant pillow on the left wall. *(Sidebar- I call this type of mishap being on the bridge of the starship enterprise when it is hit with the photon torpedo with weakened shield strength.)* This is one of the two bobbles I had during the trip.

Another highlight is I'm chilling on the beach about 8 at night and we hear a man across the river screaming: LOOSE BOAT!, LOOSE BOAT I look over and see a yellow kayak even with us and think “lost cause, too bad I can't help”, I don't even have any flip flops on. Mike on the other hand go all Thor Hammerstein and bolts bare footed to his 18' raft, life vestless, rows downstream, onehands a kayak full of water into his boat, and ferries to the far side, in about a football field length. Not possible I think and then, Incredible!!!! He gives the guys their boat on the road on the other side of the river and they essentially drive off leaving Mike to pull his boat bare footed 500' upstream to ferry back to camp. What a bunch of yahoos.

July 2/Day 6 was from mile 106 to miles 73, a 33 mile run, where we had a very nice Riggins stop, where we resupplied. One outfitter was particularly great. They loaned us a car to get ice, groceries, and to see if the scat machine was working (not). I owe the Riggins mayor a letter: their boat ramp sucks, and the scat machine was broken and you think they would have a stairway from the river to the center of town. You would think they would make a few improvement since rafting is a big summer money maker ... just saying. Highlights include the run above Riggins. You have got to love the run as it has got 5 class III (+) in 4 miles and that's where all the commercial paddle raft trips go to have fun. It's a must do.

July 3/ Day 7, mile 73 to mile 54 at White Bird then on to mile 47, a 36 mile day. We resupplied again in White Bird (I badly needed a bandanna), and where the need for Mike to remain anonymous comes into play. Supposedly our car/trailer was supposed to be in White Bird so that we could decide to bail on the Lower Salmon, flow now being 23,000 cfs. This is where we met Marion (M), shuttle queen, and our conversation went thus: “Us: OK Marion, where's our car? M: Well, it's at the bottom of the Lower. Us: I thought you were supposed to keep it here until we decided if we could run Slide Rapid? M: Oh, we got slammed, so I had to deliver your car to the bottom. Us: But, what about Slide Rapid?

Salmon River Trip



Salmon Trip: Continued from page 9

M: Oh, you'll do fine, but, hey, I'm a mom, and if I were you and those were my kids, I wouldn't take them. Us: So we are screwed? M: No, I think your kids will be fine. How can you get your car if you don't run it? You'll be fine." So, we did indeed do the run, but with some trepidation. The other factor is that there were absolutely no other parties on the Lower, and we didn't have a big enough party to flip a turtled 18' raft right, so no flipping allowed.

July 4/Day 8 – Big Day!!! Let's go!! Got to be careful (no help around)!!!. And lots of rapids: Wrights, Demon's Drop, Rock Creek, Pine Bar, Bodacious, Half-and-Half, Snow Hole, China, Eagle, and Skeleton rapids. China rapids is especially dangerous because it is a blind S-curve stay with large retirement hole bottom right (sort of like House Rock on the Grand!). Marion's cheat sheet only says "LEFT, LEFT, LEFT", leaving little doubt one should stay...left.

July 5/Day 9 was even a bigger day - Slide rapid day. So this is what a V/VI looks like. First thing is there is no weakness all across the entire channel, but fairly short. Mike's wife and kids walked downstream and Mike and I ran our boats. Mike hit the 2 big waves in the middle and I hit the big hole on the left and the big waves and again popped my oar and again was hit by a photon torpedo. The boat really tried to flip, but I got so far out on the high side cat tube, it just wasn't going to happen. This is the second bobble on the trip.

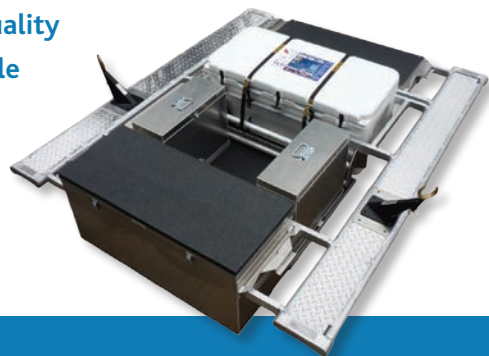
After that, the Snake was very nice. I almost got hit by a jet boat coming up a rapid that I just entered the tongue of, with a cheery snow boarder "sorry, dude" from the jet boat. There is risk with the jet boats, but overall, they were courteous. Based on Marion's admonishment; we did not speed through Asotin where there is supposedly a man-hater cop that will pull her gun on you if you even look at her sideways. Low and behold, we did see her police car skulking on a side street, and were sure to not make eye contact.



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Easy way to Lock up your Shuttle Key

Submitted by Steve Kaspar

I've heard vehicles have disappeared from the Rogue put-in, as thieves have figured out the key is in the wheel well. I'm sure other put-ins could also face a similar issue.

Several years ago now, I got to the put-in but didn't have a key to the paddle/oar box on the trailer. A handy Pulaski fixed the problem. After that I put a simple lock box on the trailer and was never without a key to the lock box and never needed duct tape for the shuttle key! This basic type is what I've used. Costs about \$25 and with a simple drill and 2 bolts/4 nuts, it will easily attach it to your trailer. It can hold 2-3 keys or if you have a key fob maybe only 1.



If you don't want to drill into your trailer there is another handy one that you can hang off the chain loop on your vehicle's hitch. There are several designs out there and they can be large enough to hold even 2 key fobs. Cost is from \$25-\$35 at Fred Meyer or a hardware store.

With both types you can have the shuttle driver return the key there at the take out. Thus you don't have to worry about losing your key going down the river. With both you get a higher level of safety than with duct tape and thieves are discouraged due to the effort it would take to get your key. Hang it here, easy to do and easy to find for the shuttle driver.



Oregon Whitewater Board Report

Membership Status

Members	Paid				Current Total
	2017	2018	2019	2099	
Total	252	39	16	6	313

Club Financial Status

Opening Balance	Budget Projection			Current Balance
	Income	Expense	Balance	
\$22,000	\$23,000	(\$26,000)	\$19,000	\$30,000

* All values rounded to the nearest \$1,000

Current Financial Status (2014)

Amount	FY	Leger Type		2015		2016		2017	
		2014	Budget	Actual	Budget	Actual	Budget	Actual	Budget
Member Dues		\$8,400	\$7,028	\$6,891	\$7,028	\$6,039	\$6,664	\$5,162	\$6,664
Advertising		\$1,600	\$1,700	\$1,760	\$1,600	\$1,800	\$1,800	\$1,600	\$1,800
River Trip	Rogue February	\$676	\$450	\$721	\$700	\$584	\$400	\$274	\$400
	Rogue November	\$700	\$600	\$286	\$700	\$345	\$600	(\$195)	\$600
	Deschutes March		\$150	\$506	\$256	\$491	\$480	\$407	\$480
	March Deschutes	\$282				\$174			
	Prize							(\$117)	
	Prizes							(\$140)	
	McKenzie Board Trip							(\$190)	
	River Trip			(\$218)					
	Umpqua June		(\$100)		(\$100)		(\$100)		(\$100)
	Board Trip	(\$449)	(\$300)	(\$154)	(\$500)	(\$190)	(\$250)	(\$88)	(\$250)
	Umpqua April	(\$97)	(\$320)	(\$320)	(\$320)	(\$440)	(\$320)	(\$320)	(\$320)
eCommerce		(\$273)		\$917		\$98		(\$61)	
Adjustment		(\$6)		(\$6)		\$0		\$0	
Charity		(\$150)	(\$500)		(\$500)		(\$400)	(\$350)	(\$400)
Safety Training		(\$367)	(\$2,190)	(\$395)	(\$2,522)	\$1,940	(\$808)	\$781	(\$1,608)
Fees		(\$971)	(\$1,055)	(\$1,120)	(\$1,055)	(\$1,138)	(\$1,055)	(\$130)	(\$1,155)
Newsletter		(\$1,993)	(\$1,600)	(\$1,500)	(\$1,600)	(\$1,976)	(\$1,600)	(\$1,700)	(\$1,800)
Miscellaneous	Bank							(\$61)	
	Board Approved							(\$500)	
	Miscellaneous							(\$934)	
	Insurance							(\$983)	
	Prizes	(\$504)	(\$700)		(\$700)	(\$696)	(\$850)		(\$450)
	Software		(\$300)		(\$300)		(\$1,000)		(\$2,500)
	Supplies	(\$74)	(\$100)	(\$1,737)	(\$100)	(\$320)	(\$1,100)		(\$1,250)
Meeting		(\$2,846)	(\$2,650)	(\$3,159)	(\$2,975)	(\$2,724)	(\$3,475)	(\$1,669)	(\$3,475)
Total		\$3,928	\$113	\$2,474	(\$388)	\$3,985	(\$1,014)	\$788	(\$3,364)

Recipe of the Month

INGREDIENTS

- 2 c long or short grain brown rice
- 4 c veggie broth or water
- 4 c mixed long keeping veggies*
- 1 c toasted mixed nuts & seeds**
- 1/4 c rice vinegar
- 1/4 c olive oil
- 2 T sesame oil
- 2 T tamari



Rafter's Rice

Submitted by Michele Gila

DIRECTIONS

Bring broth to boil, add rice, reduce heat and cook on low until tender, about 30 minutes. Meanwhile, chop your assortment of vegetables into dice or other bite sized pieces. In a large bowl, mix vinegar, oils & tamari. Add vegetables & toss to coat. Set aside.

In dry skillet, toast your mix of nuts. Some large nuts might be best rough chopped, like almonds or brazil nuts. Toast on med/low heat until they start to lightly brown and the aroma begins to change. Remove from heat & set aside.

When rice is done, uncover and let stand for 10 minutes. Gently mix in with vegetables. Add nuts and stir again, being mindful not to mush the rice.

Makes about 10 cups total. I go for a ratio of roughly half rice, half veggies.

*Vegetable options for river trips include: roasted butternut squash (roast ahead!), red bell pepper, purple cabbage, celery, carrots. They store well and keep even on week long trips without much refrigeration. If you have room or it's a short trip, cilantro or flat leaf parsley and green onions work well for garnish & color.

**Nuts and seeds are easy to add to foods on river trips, for added nutrients and calories. This rice dish does well with a mix of peanuts, almonds, sunflower seeds, and/ or cashews. It's always nice to check with who you're feeding if anyone has nut allergies.

For leftovers, you can add miso soup, sliced shitake mushrooms and dried hijiki. This makes a great breakfast - a perfect start to a day on the river.



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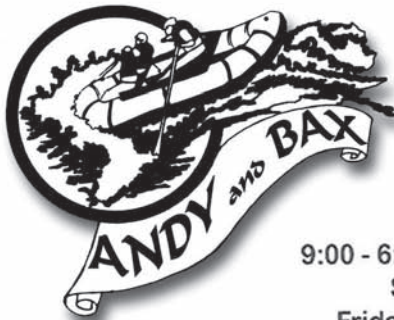
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Knot of the Month – Figure 8 on Bight

Each month we will showcase essential knots you should know for river situations

Overview

- The figure 8 on a Bight forms a permanent loop in the rope.
- It is a very strong knot and can be tied anywhere on the rope (not just the end)
- Drawback: It cannot be tied around anything so you must clip into it with a carabineer or tie another knot/webbing into it.

Use

- At the end of a rope as an anchor point. Anywhere within the rope for a pig rig. In the middle of a haul line to pull against



bight

Tied: The same as a Figure 8 but you start off with a bight

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Steve K 2012

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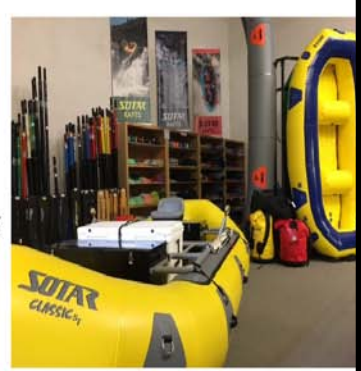
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Upcoming Trips

Submitted by Cheryl Ford,
Trip Editor



UPCOMING OWA TRIPS

TRIP	DATES	TRIP LEADER	CONTACT INFO
2017 Fall Colors, North Santiam, Class II/III	October 8, 2017	Matt Saucy	sawdusty9@yahoo.com , 971-241-5396
2017 Veteran's Day, Rogue, Class III/IV	November 10-12, 2017	Kevin Buck	buckriverman@gmail.com , 360-890-6776

PAST OWA RAFTING TRIPS

2017 -Tieton River, Class II/III	September 16-17, 2017	David Elliott	dce@dcell.com
2017 McKenzie River, Class II/III	June 22-25, 2017	Brenda Bunce	brenda.bunce@gmail.com ,
2017 Women's Trip on the Lower Deschutes, Class II/III	June 16-18, 2017	Carol Beatty	Stacey Strausberg, scs@scs1024.com
2017 Upper N Umpqua	June 2, 2017	Bill Goss	zanng@msn.com , 503-757-4659
Annual Upper Clackamas Whitewater Festival	May 20-21, 2017		www.upperclackamasfestival.org
2017 Rogue River Lodge Trip, Class III/IV	May 19-22, 2017	Van McKay	vanm1@yahoo.com , 360-737-3148
Boating 101 Skills Building, North Santiam	May 5-7, 2017	Matt Saucy	sawdusty9@yahoo.com , 971-241-5396
2017 Grande Ronde River, Class II/III	May 5-7, 2017	Eric & Candace Ball	balle@pocketinet.com , 509-525-6134

For additional details on upcoming trips or to view past OWA trips go to <http://oregonwhitewater.org/calendar/trip-calendar>



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